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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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[140-1]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m... Every 10 minutes.
10.00 a.m. to 11.00 a.m... Every 15 minutes.
11.30 a.m. to 12.45 p.m... Every 15 minutes.
12.45 p.m. to 1.15 p.m... Every 10 minutes.
1.15 p.m. to 1.45 p.m... Every 15 minutes.
1.45 p.m. to 2.15 p.m... Every 10 minutes.
2.15 p.m. to 3.00 p.m... Every 15 minutes.
3.30 p.m. to 5.00 p.m... Every 15 minutes.
5.00 p.m. to 8.00 p.m... Every 10 minutes.
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11.45 a.m. to 12.00 Noon... Every 15 minutes.
12.00 Noon to 1.00 p.m... Every 10 minutes.
1.00 p.m. to 5.00 p.m... Every 15 minutes.
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Hongkong, 1st April, 1909. [1549]

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Hongkong, 21st September, 1905. [504]

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Hongkong, 11th August, 1909. [153]

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Hongkong, 21st July, 1909. [153]

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[1076]

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Hongkong, 24th July, 1908. [1998]

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Hongkong, 4th December, 1907. [144]

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Hongkong, 5th October, 1908. [143]

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[146]

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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATHS.

On August 26th, at Shanghai, ALICE DAISY, only child of Mr. and Mrs. A. DAHL, aged four years and two months.

On August 21st, at Shanghai, WILLIAM HOLLIDAY, aged 40 years.

On August 22nd, at Shanghai, ALFRED BARBER, M.B.C.M., aged 45 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, AUGUST 27TH 1909.

We reproduce in another column to-day the report of a discussion on the opium question as it affects Hongkong and the Straits Settlements, which took place in the House of Commons on the 27th ult.

It is very illuminating in many ways, and we commend it to the attention of our readers generally and the Government in particular.

In commenting on it we need say little regarding the gross misrepresentation of Sir FREDERICK LUGARD's action on the question contained in the speech of Mr. BENNETT, whom we take to be the Liberal member for the Woodstock division of Oxfordshire. Such ignorance of the whole question as the speech of the hon. member exhibits absolutely disqualifies him to speak in the House of Commons on the subject.

No one—whether anti-opiumist or not—who is familiar with the history of the question, so far as it affects Hongkong, needs the assurance that HIS EXCELLENCE THE GOVERNOR has done nothing in the matter that is inconsistent with his duty as a servant of the Imperial Government. Because he has explained, as he was in duty bound to do, the financial embarrassment to the Colony which inevitably results from the precipitate resolution of the Home Government, and because he has given the

Government a statesmanlike memorandum the benefit of his own views on the subject as the result of careful study on the spot, he is represented by Mr. BENNETT as thwarting and resisting the efforts of the Imperial Government, and as deserving of "some" very sharp treatment." Whatever Sir FREDERICK LUGARD's personal view may be with regard to the closing of the opium divans, his loyalty to the Government admits of no question whatever. It is surprising, therefore, to observe that in his reply the UNDER SECRETARY OF STATE FOR THE COLONIES entirely omits to include any vindication of the Governors so wantonly and wrongfully attacked by a ready-made critic who obviously had not taken the trouble to inform himself of the facts.

What chiefly interests us in the speech, however, are these words: "Sir F. LUGARD had said that Lord CREWE had asked the Imperial Government for a sum of money to make good the loss caused by the closing of the opium dens. He (Mr. BENNETT) hoped that Lord CREWE did not make that statement, but if he did he trusted that members on that side [i.e., the Government side of the House] and the Labour Party would strenuously resist the application of the money of the British taxpayer to such a purpose." This is just what we expected would happen. Lord CREWE's promise to "ask Parliament for a substantial contribution" towards the loss of revenue which the Colony will suffer by carrying out the decree of the Imperial Government we have all along insisted is a rotten reed for this Colony to lean upon. It is not a definite promise of a contribution: but a mere promise to ask Parliament for one. If there is anything in this opium business for which the community blames the Colonial Government it is that it has not obtained from the Imperial Government a clear and definite promise of a satisfactory contribution towards the Colony's loss of revenue. Mr. BENNETT, no doubt, in protesting against a contribution from the imperial exchequer speaks for the whole crowd of fanatical supporters of the Government's anti-opium policy, and we can quite imagine, and have indeed already predicted that the appeal to resist "the application of the money of the British taxpayer" to the relief of the Colony of Hongkong will not be made in vain to the Labour Party, or to other sections in the House. Let us hope that the Cabinet Ministers, at least, clearly understand that failure to provide a large part of the direct loss of revenue which the Colony will sustain is a matter of more than local concern. Apart from this loss, as the community is well aware, there will be a very heavy deficit in the Budget, which has to be met by increased taxation. If the Colony is also compelled by the action of a misguided majority in Parliament to bear the full loss involved in carrying out the anti-opium policy to which the Home Government, in complete ignorance of local circumstances, hastily committed itself, it means taxation to an extent which will be fatal to the continued prosperity of the Colony, and the matter, therefore, becomes at once a question of not merely local but imperial concern. We, therefore, venture to suggest that the Colonial Government should take note of the appeal made by Mr. BENNETT in the House of Commons, and we hope it may be made an excuse for a dispatch to the Secretary of State for the Colonies setting forth in clear and convincing terms the disastrous consequences to the Colony of any failure on the part of the Imperial Government to bear a substantial part of the loss which this Colony is made to suffer.

The Siberian Mail of the 3rd inst. was delivered in London on the 24th inst.

Twenty-two deportees arrived in the Colony yesterday from Singapore by the s.s. *Laisany*.

The next term of the Chinese Y. M. C. A. night school for the study of English begins on September 1st.

The appointment of Dr. Lello, ex-Colonial Secretary of Macao, to the identical post at Mozambique gives great satisfaction at Macao.

While a Queen's Road merchant was absent at Canton the four fokis whom he had left in charge took advantage of the occasion to loot the shop, taking away articles to the value of \$789. They have not been traced yet.

The local agent of the Chinese Engineering and Mining Company, Limited, informs us that the total output of the Company's three mines for the week ending 14th August, amounted to 29,574.44 tons and the sales during the period to 13,144.10 tons.

Dr. Wu Ting Fang's return to China, our Peking contemporary says, is reported to be due to ill-health. He has telegraphed the Waiwpu asking to be relieved from duty at the Washington Legation and his request has been granted. Hence the new appointment.

Three Chinese were at the Magistracy yesterday fined \$25 each for having stowed away on the steamer *Mausang* from Sandakan.

An interesting case came before Mr. Wood at the Magistracy yesterday when a junk man was charged with being in possession of 100 tons of sand. Apparently the sand ought to have been dumped at North Point reclamation, but instead of doing so he tried to sell it. The case was remanded.

We learn that upon representation by the British and Portuguese Ministers at Peking, the Self-Government Society of Canton is henceforth prohibited from holding meetings to discuss international questions and no more mention must be made of the *Fatshan* affair and the Macao Delimitation.

While a European constable was serving a notice on a pawnbroker in the Central District, a man entered with the evident intention of pawning some lady's clothing, which included a long jacket and some silk articles. On seeing the constable the man dropped the bundle and bolted. No report has yet been made of the articles having been stolen.

Through the American Consulate-General we have received a useful map of the Far East which has been reproduced from the Typhoon Warning Code of the Manila Observatory, 1908, and will prove of great service in locating the places referred to in the typhoon warnings received from time to time from the Manila Observatory, as the map gives the designations used by the Observatory in their warnings.

A Shaukiwan man who, after making a purchase at a stall held by a tobacconist and money-changer, took advantage of the owner's back being turned to pick up ten rolls of copper cents, valued \$5, was seen by a small boy, who informed the shopkeeper who went after the man and arrested him. The defendant told the Magistrate yesterday that it was a false charge, but His Worship did not believe that and sent the defendant to prison for six weeks with six hours in the stocks.

Last week building operations were begun on the construction of another place of amusement for Shanghai. The building in question is to be a large foreign theatre for modern Chinese plays, situated at the corner of Rue du Consulat and Rue Tournante. The new theatre, which will be one of the largest in China, is to be completed by the end of the year at a cost approximately of \$50,000, and it is being erected from designs by Messrs. G. R. Grove & Co.

A clever shop counter theft was related to Mr. Hazland at the Magistracy yesterday. While a man was paying a bill and had left his handbag on the counter, the defendant and another man entered the shop and asked to be shown an umbrella. Defendant opened the umbrella and cleverly slipped the bag from the counter into the umbrella and handed it to his companion who made off with it. The owner of the bag missed it as the defendant was walking away, and giving the alarm the defendant was arrested. Six weeks' imprisonment was passed with six hours in the stocks.

At the Magistracy yesterday Della Huard, of 51, Hollywood Road, was summoned by a typefounder for assault. It was alleged that she threw water into the molten lead and it spluttered up and burnt the complainant. She denied this and the summons was dismissed. Then His Worship heard a cross summons at her instance in which she alleged that the typefounder was responsible for creating a nuisance. It was stated, however, that the smells, which were unavoidable in connection with typefounding, were not injurious to health, and His Worship adjourned the case *sine die*, remarking that the matter was one for arrangement with the lawd.

Seven men appeared before the Magistrate yesterday charged with having assaulted a contractor and a bricklayer. The contractor had received a contract to alter a house in King Street, in which street was the ship in which the defendants were engaged as fokis and shop coolies, and he placed some bricks in front of the shop. The men were annoyed because the wind was blowing the brick dust into the shop, and two of them went to the Police Station to lodge a complaint. As the street was a private one the police could not take action and the men were advised to take out a summons, instead of which they went back and with their companions assaulted the contractor and a bricklayer with their own tools. The contractor had to be sent to the hospital to have his injuries attended to, and the case was remanded.

Shanghai papers record with regret the death of Mr. Holliday, manager of the machinery department of the firm of Messrs. Holliday, Wise & Co. Mr. Holliday, who was 46 years of age, had been ill in health for some time prior to his death, but not seriously. On Wednesday last Mr. Holliday was so unfortunate as to sustain a dislocated right arm in a rifle accident and as a result he had to be operated upon. The patient felt the intense heat and he is reported to have collapsed from shock and the heat. Mr. Holliday had been in China for many years. In 1899 he joined the staff of the Imperial Naval College at Nanking as professor of engineering, and he was in that city during the Boxer troubles when Nanking was known to be in great danger, and Mrs. Holliday was sent down the river on a man-of-war. Later Mr. Holliday joined Messrs. Jardine, Matheson & Co. as manager of their machinery department. He next went into business on his own account under the style of William Holliday & Co., but he was unfortunate and the business was closed down. He then became manager of Messrs. Holliday, Wise & Co.'s machinery department and remained in that position until recently.

The forecast for the 24 hours ending at noon to-day is as follows:

| | |
|--|------------------------------|
| Hongkong & Neighbourhood | Variable winds, light; fair. |
| Formosa Channel | Same as No. 1. |
| South coast of China between Hongkong and Lantau | Same as No. 1. |
| Hongkong and Hainan... | Same as No. 1. |

In view of the impending departure of Dr. G. M. Harston on a holiday, we understand that the leading Chinese residents intend to make a presentation to him in recognition of the services he has voluntarily rendered in the treatment of Chinese suffering from eye diseases.

The Bandmann Merry Little Maida Opera Company will play here five nights instead of as previously stated. We believe they will give "Miss Hook of Holland," "The Girls of Gotenburg," "Havana," a variety entertainment, and one other piece.

Mr. Michael Hughes, lately H. M. Consul at Newchwang, and who was called to the Bar in January this year, is returning to Shanghai, where he will take up legal practice. Mr. Hughes recently obtained the degree of LL.D. from the Royal University of Ireland.

At a recent meeting of the Committee of the Shanghai Chamber of Commerce a letter was read from Mr. Jacques Blumenfeld giving particulars as to the formation of an Exchange and asking the Committee to take the matter in hand as soon as possible. It was decided to reply that the Committee did not see their way to support the scheme.

A telegram received in London from Wei-hai-wei refers to a notable achievement in gunnery by H.M.S. King Alfred, the flagship of Vice-Admiral Sir Hedworth Lambton, Commander-in-Chief of the China Station. The telegram is not altogether clear in regard to figures, but runs as follows:—"King Alfred, flagship, gunlayers believed to have achieved world's record. Two 9.2 guns (fired) 19 rounds (and secured) 14 hits. Sixteen 6-in. guns (fired) 152 (probably 1,520) rounds (with) 1,095 hits."

LOCAL SPORT.

LAWN BOWLS.

Two matches are set down for to-morrow. The Police play the C. Y. C. and the Kowloon Club meet Cosmopolitan Dock at King's Park. The Police will be represented by Wilson, Cooper, Grant, McLean (skip); Watt (22), Pitt, Ogg, Langley (skip); Glendinning, Gerard, Fenton and Robertson (skip); Sim, Stewart, Bell Gourie (skip). Reserves—Baker, Blackman, O'Sullivan and Hanson.

EXTENSIVE THEFT OF OPIUM.

At the Magistracy yesterday the hearing of the charge against three men and one woman for being concerned in the theft of \$4,000 worth of opium from the s.s. *Kutang* was continued. On July 29th, while the steamer was in port, the hatches were broken and entrance gained to the hold where four cases containing opium had been opened and their contents, valued at \$4,000, stolen. The police were apprised of the occurrence, and Sgt. Wilden having made several arrests recovered the opium in the lighter belonging to the woman. It was done up in bags and secreted under the bottom boards. The prosecution alleged collusion between the quartermaster of the *Kutang* and the men who boarded the steamer and broke into the hold. The defendants were committed for trial. They will be arraigned at a special session to be called for Monday, as the steamer leaves Hongkong the following day.

DISOBEDIENCE AT SEA.

The entire crew of the s.s. *Syria*, numbering twenty-seven Lascars, were charged at the Marine Court yesterday, before Lieut. Beckwith, R.N., with wilful disobedience while at sea.

Capt. D. C. Gregor stated that the men defied duty from the 21st to the 25th of August, and in spite of being twice logged and fined they again refused to obey orders while in dock. They assaulted the artificer in charge of the refrigerating machine, and for this they were again logged and fined, but they repeated the conduct later and had to be separated by the Lascars in pursuit of his duty.

Charles Dear, the boatswain, stated that he had great trouble with the second tyndal, who had repeatedly insulted the chief officer and also threatened to kill him as well as witness. The four ringleaders incited the crew to insult the officers and refuse duty, and also dared witness to give any further orders to the Lascars in pursuit of his duty.

His Worship sentenced the second tyndal to 12 weeks' hard labour, and to forfeit 12 days' pay; the five ringleaders to eight weeks' imprisonment with the forfeiture of eight days' pay; and two others to six weeks' imprisonment and the surrender of six days' pay. He told the remainder to go back to the ship and work, but they refused to do so and he ordered them to be imprisoned for four weeks each and to forfeit four days' pay.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 12.10 p.m.—The barometer has fallen moderately at Vladivostok, a depression having appeared over Manchuria.

Pressure has given way slightly over China, the Loochoo, and the Philippines. It is high over the Pacific to the E. of Japan, and over S. China, and relatively low over the Pacific between the Philippines and the Bonins.

Light variable winds may be expected in the Formosa Channel, and light N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood | Variable winds,

Formosa Channel | Light; fair.

South coast of China between Hongkong and Lantau | Same as No. 1.

Hongkong and Lantau | Same as No. 1.

South coast of China between Hongkong and Hainan... | Same as No. 1.

TELEGRAHS.

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[BRUTTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

CHINA AND JAPAN.

COMPROMISE ARRIVED AT.

LONDON, August 26th.

The "Times" Peking correspondent reports that a compromise was reached on Tuesday with regard to the main points of the Manchurian questions with the exception of the jurisdiction of the Fushun and Yentai mines. The arrangement provides for the retrocession of Chientao to China on the understanding that China does not build a railway in the vicinity or parallel to the South Manchurian Railway and does not extend the Hsinmin-tun railway northwards without consulting Japan.

IMPERIAL DEFENCE.

TRANSFER OF NAVAL STATIONS.

LONDON, August 26th.

The Colonial Naval Establishments Bill has been issued. It authorises the transfer of the stations at Esquimalt and Halifax to Canada, and legalises similar transfers in future other colonies.

AERIAL RECORDS BROKEN.

LONDON, August 26th.

M.

SUPREME COURT.

Thursday, August 26th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUSHE JUDGE):

COMPLICATED CLAIMS.

Four cases were called on in each of which the Kwong Cheung firm were plaintiffs. In the first action they claimed from the Sze Li Lung firm \$392.52 as balance due for goods sold and delivered; in the second action they claimed from the Kwong Wo firm \$805.81 as balance due for goods sold; in the third action the defendants were the Sang Lung firm and Chiu Yat Kai, and the amount claimed for balance due on goods was \$175.14; the fourth claim was against Chiu Yat Kai for \$513.68 for money had and received.

The plaintiffs in each case were represented by Mr. Hinds (of Messrs. Bruton and Hott), while in the last two cases Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the defendants.

His Lordship asked if the actions could be taken together.

Mr. Goldring said the partners in the different firms were mixed up.

Mr. Hinds did not agree with this statement. The defendant Chiu Yat Kai was at one time manager of the plaintiff firm, but ceased to hold that position about the beginning of the year 1908. The management was then taken over by another man, who, on going through the books, discovered that a considerable sum of money was owing to the plaintiffs from the other firms. The defendant mentioned, it appeared, had been supplying these firms with goods for which he did not charge.

His Lordship—Does not all that prove that the defendant is a material witness for the other firms? You have got only your clients' side of the case?

Mr. Hinds—We have more than that. At the end of last Chinese year my clients sent an account to Chiu Yat Kai.

His Lordship asked Mr. Goldring if he was applying for an adjournment.

Mr. Goldring said he was, and was quite willing to pay the costs. The defendant, Chiu Yat Kai, filed his petition in bankruptcy on the previous day, so in those circumstances he thought that action should stand over pending the bankruptcy proceedings.

Mr. Hinds strenuously objected to any adjournment. The case had been running on since the middle of June.

His Lordship—Have you seen this (produced) declaration?

Mr. Hinds—It was served on us this morning. Had it been served yesterday we should have proceeded to arrest Chiu Yat Kai as an absconding debtor in order to have him here this morning. He was the plaintiff in an original action in which he sued thirteen other partners for dissolution, and also applied for a receiver. His Lordship the Chief Justice dismissed the application, and also hinted that the case was founded on a very flimsy foundation.

Mr. Goldring intimated that what the Chief Justice said was that there was a question in the partnership articles as to whether or not, in the event of a disagreement between partners, the majority should not be able to buy out any one partner at a price to be agreed. It was quite an open question as to how far the partnership agreement and the original articles were binding on the defendant. He understood there was a lot of bad blood in the whole affair, for as soon as the action for dissolution was started, these summary actions followed.

Mr. Hinds stated that until within the last few days the defendants had never suggested that they had any possible defence. Two days ago he received a letter from Mr. Goldring asking if he had any objection to referring the matter to the Court translator, as the question was mainly one of account. Then plaintiffs received a declaration stating that defendant had a defence on the merits. The declaration and the letter were inconsistent. The defendant had during the whole proceedings shown himself to be a very slippery customer, and the speaker did not believe that his mother was really ill, as he intimated.

His Lordship—Nevertheless, I don't see why, if your clients got the costs of the day, they are damaged. Would another week make any difference?

Mr. Hinds—The defendant has filed his petition in bankruptcy, and we don't know exactly what will happen.

His Lordship adjourned the case until Thursday, and allowed plaintiffs costs of the day.

A CLAIM ADMITTED.

Action was brought by the Yue Hang Cheung firm against the Cheung Wo firm to recover \$327.55 balance due for goods sold and delivered.

Mr. Hinds (of Messrs. Bruton and Hott) appeared for the plaintiffs, Mr. M. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendants.

Mr. Harris informed the Court that the claim was for goods sold and delivered against a ship which had been burnt down. The defendants however, promised to pay as soon as they got the money from the Insurance Co. Plaintiffs would not allow time, but brought this action.

It transpired that defendants had paid the amount of claim, without costs, into Court, and then the manager of the firm had left the Colony.

His Lordship remarked that in the circumstances there was no necessity to give judgment, the defendants having admitted liability by paying the amount into Court.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charmante, Lait Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. E. Watson & Co., Ltd. Sole Agents.

NOTES FROM JAPAN.

(FROM OUR OWN CORRESPONDENT.)

Tokyo, August 15th.

THE ULTIMATUM.

The situation which has arisen between Japan and China regarding the reconstruction of the Antung-Mukden Light Railway seems to have been viewed much more seriously abroad than in Japan itself. In Peking, reports say, the highest authorities were in ignorance as to what was going on in Manchuria until the eve of receipt of the ultimatum. This is a peculiar report, but, considering how decentralised China's diplomatic affairs always are, not incredible, for what takes place in Mukden is not always according to instructions from Peking. It may, moreover, easily be a piece of bluff to enable China to back out gracefully from an impossible position created by the officials in Manchuria, as in this particular instance right appears to be on Japan's side and might be there also there is little fear for the outcome. Such is the view taken unanimously by the Tokyo Press, there being no disposition to regard the matter in the light of a "crisis," as the situation is evidently viewed abroad, judging from telegrams.

PUBLIC SUPPORT OF THE GOVERNMENT.

The Japanese public welcome this evidence of the Government's determination to force the hand of China. What is termed Japan's weak and conciliatory diplomacy in Chinese and American questions has long been a grievance of the Press and of political parties, and had the Ministry shown the least weakness in handling the Antung question its existence would have been jeopardised. A surer sign of approval of the Government's policy has been the steady upward movement of the share market during this month. To-day it is firmer than it has been for two years past, despite sugar scandals, etc., and this ton is being reinforced by the lowering of the Bank of Japan rate on Friday. In this connection it is stated that now the U. S. tariff revision is accomplished it is clear no change will be caused to Japanese trade in America. Trade all round will experience steady development. The only factor, says an official of the Bank, which prevented the lowering of the rate, besides the uncertainty with regard to the American tariff, was the situation vis-a-vis China, but there being every hope that all problems will be amicably solved, coupled with the favourable forecast for the rice and sericultural crops, the anxiety of the authorities concerning the money market has been brought to an end, and hence the lowering of the rate.

CHINA'S REPLY TO THE ULTIMATUM.

According to a long Peking dispatch to the *Jiji*, dated the 11th inst., the *National Review*, said to be a Chinese official organ published in English at Shanghai, contains a copy of telegraphic instructions sent to the various Chinese Ministers in Europe and America explaining China's attitude in the Antung-Mukden dispute. In this document it is claimed Japan is the real cause of the delay in the negotiations. After reading the document one can only come to the conclusion that if such instructions have really been sent to the Chinese Ministers abroad they will only serve to complicate the foreign view of what, after all, is a not very important question in itself. One country charges the other with lack of sincerity and the other retaliates with "you're another!" The whole of the negotiations are truly Oriental in their intricacy and petty subterfuge. Japan's attitude is approved by England; she has diplomatic right on her side, and the power to enforce her demands. Under these circumstances she is going on with the work. If treaties are of any value, there has never been any question about the matter, but as the business in Europe and America has been considered a "crisis" the Tokyo Government will get all the more credit for coming out of it scathless.

THE SHIPPING OUTLOOK.

Toyo Kisen Kashia shares, 50 yen paid up, touched low-water mark during the week, being quoted at 13 yen. Reports of continuous losses and misfortunes have worked havoc with this stock, and one or two bright journals, acting on the policy of "hit him while he's down," have suggested another sugar scandal. This alarmist attitude is not uncommon after the experience of the past year, but there is absolutely no ground to account for the unfortunate position of the T.K.K. on any other basis than that of trade depression, and, perhaps, a lack of foresight in management. The directors must plead guilty to having three years ago, during a time of great activity but on the eve of the American panic and universal depression, greatly expanded their fleet and incurred heavy liabilities which they now cannot meet. The *Chiyu* and *Tengyo* may be fine vessels, but they are not yet wanted on the Pacific. The *Shawmut*, *Dakota* and other white elephants marked the beginning of a series of huge steamers, none of which has ever paid. Mean-while the trim 5,000 tonner of the "Empress" type, which were earning dividends before these huge vessels were laid down, are still at it and will be good for another ten years. The lesson is there to be learned. The Pacific is not likely to have the same trade as the Atlantic for another generation, for although there may be twice the population in China and Japan compared to Europe, the economic value of the two is the very reverse and there is comparatively little tourist traffic. All the Government interference in business that is so common in this country has not saved two of the leading shipping companies, the T. K. K. and Osaka Shosen Kaisha, from getting into deep water. Despite the experience of the past few years the latter company is now committed to the expansion policy with six 6,000 ton steamers on hand, which are most likely to be a weight round the necks of shareholders. The trade may come which will make these large steamers profitable, but at present most of them return

such moving picture have been seen at Asakusa, and that was of Niagara in winter-time, the grandeur and reality of which provoked the applause of the audience. Such interest is never aroused by a freak photograph, and positive repulsion is the feeling aroused in the average Japanese by the misrepresentation of foreign life, for it is not foreign life. To my mind, a great opportunity to enlighten the mass of Japanese as to our respective countries is being missed. The cinematograph is the most popular of public entertainments to-day, and I believe that even from a business point of view, nothing would pay so much as pictures true to life and giving the best of the life of the peoples in other countries. The Japanese are thirsting for such knowledge, and the instrument that is capable of doing so much in this direction, that could be an ambassador of peace above all others, is prostituted to representations which, if they are not simply ridiculous and accepted as such, are representative of only the very dregs of life.

THE RAILWAY BOARD.

The railways of the country, having been put under control of a department of the Government and by the public verdict not having been improved by the process, are being wrapped closely in the official mantle. Despite frequent accidents, great and small, the revelations of mismanagement and corruption at certain stations, and of collusion between railway servants and transportation agencies, defects all crying for drastic remedy, it was recently reported that officials of the rank of stationmaster and upwards should be privileged to wear swords. This was one item in a series of official regulations, in which the rank of officials and many other things having little relation to the running of railways were set forth. The subject is indeed one fit for ridicule, when we take into consideration the mismanagement of the railways and the poverty of the railway equipment and stations, facts which strike such people as foreign tourists most painfully on landing in the country. Yet time is found to consider the important question whether the overworked and underpaid official, whose mightiest instrument is a pen, shall add to his dignity with a clanking sword! It is said that this idea has been abandoned, but surely the fact that it has been simmering in the brain of officialdom in the clearest proof of the unfitness of such people to conduct the railway business.

ASAOKA AND THE CINEMATOGRAPH.

Asakusa Park, its Temple and show-places, is the great centre of attraction for the Edo-ko, its haven of delight for country people, and a resort that no foreigner regrets visiting. Of late years a remarkable change has come over the nature of the attractions of Asakusa and for the change the cinematograph is responsible. Formerly, everything extraordinary in animal life, the monster caught in the sea, the demon of the forest, every conceivable monstrosity and absurdity, was a nine-days wonder at Asakusa. Pokey little shows to which five men were charged for admission have made way for large show theatres which are crowded daily from morn to night, in heat insufferable and darkness impenetrable, and the performances here are worthy of serious attention. About half-a-dozen of these houses exist, each capable of holding from a thousand to two thousand persons, and as I have visited them both day and night, on holidays and workdays, I can testify to the good business done by the management. Fortunes are being made out of the cinematograph. In one theatre some popular Japanese novel is thrown on the screen, and as the lifelike scene is acted a man with a book reads the story, the whole being intensely interesting. There is nothing objectionable in such a representation, but the same cannot be said of the other houses in which foreign pictures are exhibited. Here it may be said that the cinematograph is a perverter of the truth and panderer to the lowest taste. Outside these buildings are huge coloured prints or paintings depicting the scenes within, and these illustrations are a nauseous catalogue of blood and murder. It must be said they are not exclusively foreign representations, for some deal with Japanese incidents, quite as bloodthirsty, but it is to the foreign specimens I wish to draw attention. How such a representation of foreign life that must increase the low opinion the mass of Japanese have always had of the foreigner. This opinion, due to isolation, ignorance and prejudice, might be much modified by the proper use of the cinematograph, but what sort of representations are given? Scenes, specially acted for the cinematograph, of condensed villainy with a mixture of antic love, in which some well-dressed mannikin excites the ridicule and contempt of a Japanese audience; freak photographs, where a railway train will double up, fall into a river, and suddenly resume its proper position; the basest passions amidst the most effete luxury. These things come from Paris, and the films I have seen are just as used at home, with explanations which they now cannot meet. The *Chiyu* and *Tengyo* may be fine vessels, but they are not yet wanted on the Pacific. The *Shawmut*, *Dakota* and other white elephants marked the beginning of a series of huge steamers, none of which has ever paid. Mean-while the trim 5,000 tonner of the "Empress" type, which were earning dividends before these huge vessels were laid down, are still at it and will be good for another ten years. The lesson is there to be learned. The Pacific is not likely to have the same trade as the Atlantic for another generation, for although there may be twice the population in China and Japan compared to Europe, the economic value of the two is the very reverse and there is comparatively little tourist traffic. All the Government interference in business that is so common in this country has not saved two of the leading shipping companies, the T. K. K. and Osaka Shosen Kaisha, from getting into deep water. Despite the experience of the past few years the latter company is now committed to the expansion policy with six 6,000 ton steamers on hand, which are most likely to be a weight round the necks of shareholders. The trade may come which will make these large steamers profitable, but at present most of them return

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RAILWAY QUESTIONS IN THE NORTH.

(MESSRS. PAULING'S REPLY TO THE "TIMES".)

A London telegram dated the 20th inst. to the *Shanghai Mercury* states that the following letter appears in the *Times* signed for Messrs. Pauling and Co., the concessionaries of the proposed Hsinmin-tien-Fukien Line, by Mr. John Scott, the secretaries:

"26 Victoria Street, Westminster."

"Your special correspondent's article in your issue of the 12th is fraught with most serious statements and implications, which, if substantiated, might lead to international complication, which hitherto our Government's intention seems to have been to avoid at all costs. There seems to us but one interpretation of the whole article, that is, nothing less than justification for Japan to assume the full control of all railways in Manchuria and Eastern Mongolia, and at the same time exercise administrative jurisdiction over this territory. In other words, the article says Japan is in a policy which can but one object, namely, annexation. By implication your correspondent even goes so far as to saddle the British Government with the grave responsibility of being prepared to support Japan in such a policy. To argue that the proposed Chin-chia-Tsitsien Railway would be a formidable competitor with the South Manchurian Railway by diverting therefrom the whole of the European traffic unworthy of the pen of your special correspondent, who must be aware that the heavy freight charges over such an enormous distance would prohibit any European Trans-Siberian traffic worthy of the name, and that such lines must depend principally on traffic created by the opening up of new areas to emigration and cultivation. The strategic and political contentions are doubtless weak enough to support of your special correspondent's argument, but it is equally weak to buttress them up with claims of economic competition of the South Manchurian Railway which is non-existent. The *Times* assumes a grave responsibility in giving publicity to such an article, the meaning of which is as unmistakable and as clear to China as to ourselves. The intentional omission of any reference to China's undisputed and sovereign rights or very reasonable fears of Japanese intentions or very reasonable fears of Japanese intentions in the almost blind support given to the policy attributed to Japan will doubtless deceive many of the *Times* readers, though to others who have informed themselves of the larger bearings of the question the omission can but strengthen sympathy with China in her attempts (not always wise and discriminating perhaps) to stem the tide of Japanese expansion in Manchuria and Mongolia. Your correspondent seems to forget that other nations, primarily America, will not allow sentiment or heroic references to Japan's blood and treasure to override treaty obligations. We cannot but hope your correspondent's well known sentiments can give him a burden to bear with the topmost peak, whereas a final dash will be made. Before beginning the ascent of K 2 Mountain, where the explorers were encamped preparatory to climbing the first untried rock, 25,000 feet high. All the members of the party, excepting the assistant photographers, were in excellent health, despite piercing cold and biting blasts, which make it necessary to carry an extraordinary quantity of baggage, so that the rate of progress over the slippery frozen ground is very slow and tedious. The dake and his three guides had gone forward to cut their way to some redstone rocks 3,000 feet higher, where the next encampment will be fixed. Then another similar climb has to be effected to the snow-covered shoulder of the colossus, situated some 2,800 feet below the topmost peak, whence a final dash will be made. Before beginning the ascent of K 2 (Godwin-Austen). The altitude of this mountain is given as 28,265 feet, being the highest known summit in the world except Mount Everest, which is 29,002 feet. Among the highest climbs in the Himalayas hitherto have been Sir W. M. Conway's ascent of Karakorum range, the Duke of Abruzzi's ascent of Pioneer Peak (23,000 feet) Mr. Douglas Freshfield's ascent of the third highest peak, the Kangchinjunga (25,150 feet), and the climb of Dr. Hunter-Watson and Mrs. Fanny Bullock Workman of Chogha Linguna (22,000 feet).

CLIMBING THE HIMALAYAS.

An interesting letter has been received in Milan from the Duke of Abruzzi's expedition in the Himalayas. It was written on June 1, at a height of 18,500 feet, on a crest of K 2 Mountain, where the explorers were encamped preparatory to climbing the first untried rock, 25,000 feet high. All the members of the party, excepting the assistant photographers, were in excellent health, despite piercing cold and biting blasts, which make it necessary to carry an extraordinary quantity of baggage,

so that the rate of progress over the slippery frozen ground is very slow and tedious. The dake and his three guides had gone forward to cut their way to some redstone rocks 3,000 feet higher, where the next encampment will be fixed. Then another similar climb has to be effected to the snow-covered shoulder of the colossus, situated some 2,800 feet below the topmost peak, whence a final dash will be made. Before beginning the ascent of K 2 (Godwin-Austen). The altitude of this mountain is given as 28,265 feet, being the highest known summit in the world except Mount Everest, which is 29,002 feet. Among the highest climbs in the Himalayas hitherto have been Sir W. M. Conway's ascent of Karakorum range, the Duke of Abruzzi's ascent of Pioneer Peak (23,000 feet) Mr. Douglas Freshfield's ascent of the third highest peak, the Kangchinjunga (25,150 feet), and the climb of Dr. Hunter-Watson and Mrs. Fanny Bullock Workman of Chogha Linguna (22,000 feet).

WHAT HAPPENED ON BOARD.

Further details of the accident on board the *Otter* disclose a story of great bravery on the part of a second-class petty officer of the torpedo-boat destroyer. Unfortunately, we have no means of obtaining this man's name, but a sailor from one of His Majesty's ships at Wei-hai-wei recounted the incident as it was given to him. When the tube burst below there were about half-a-dozen men in the hold-and vicinity. The bursting of the tube was followed by a huge volume of steam rushing from the hold, and realizing that an accident had occurred the petty officer forced his way below and immediately set to work to secure the safety of the ship and at the same time stop the rush of steam. The steam from the explosion was seen from the shore. The funeral took place at 8 a.m. on the 18th instant.

EXPLOSION ON H. M. S. "OTTER."

A BRAVE MAN'S DEATH.

A private letter received from Wei-hai-wei dated August 19 states that on the night of August 16 one of the boiler tubes burst on board H. M. S. *Otter*, torpedo-boat destroyer, and as a result two men had died and another was lying in a precarious condition. It is the custom for the torpedo-boat destroyers to leave their moorings about 8 p.m. and go outside for night-firing about three times a week, and on this occasion steam was being got up when the accident occurred. The steam from the explosion was seen from the shore. The funeral took place at 8 a.m. on the 18th instant.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Telegraphic Address: PRESS Codes: A.B.C. 6th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

I HAVE This Day established myself as a Bill, Bullion and General Broker. R. A. DASTUR. Hongkong, 23rd August, 1909. [115]

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, By Order of the Liquidator, TO-MORROW (SATURDAY), the 26th August, 1909, commencing at 11.30 A.M., at the Hongkong Milling Co.'s premises, Juck Bay.

A Quantity of CEMENT, ASPHALT, PLANKS, IRON PIPING, CANVAS COVERS, STEEL GIRDERS, OLD ROPE, BUOY with MOORING CHAIN, HOUSES BUILT with CORRUGATED IRON SHEETS, 1 Lot OLD WIRE, &c., & Terms—Cash on delivery.

A Launch conveying intending purchasers will leave Blaite Pier at 10.30 A.M. GEO. P. LAMMERT, Auctioneer. Hongkong, 27th August, 1909. [116]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1909, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 23rd August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 21st August, 1909. [110]

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED

NOTICE TO SHAREHOLDERS

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be Payable at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary. Hongkong, 24th August, 1909. [113]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000 Subscribed Capital 3,275,000 Paid-up Capital 1,212,500 II. Fire Funds 3,204,753 7,10 The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents. Hongkong, 14th August, 1909. [903]

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON, Agents. Hongkong, 16th August, 1909. [1083]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMENS & CO. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG, at 3¢, 5¢ and 7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & CO. Hongkong, 26th October, 1905. [623]

HONGKONG JOCKEY CLUB.

NOTICE. MEMBERS wishing to put down for Subscription Griffins for the next RACE MEETING are requested to send their Names to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course. Hongkong, 23rd July, 1909. [1014]

MESS AT PEAK.

THERE will be a VACANCY, One or Two Men, from 1st September. Well Furnished House, Peak. Good Cook. Apply, in confidence,

ALPHA, Care of "Daily Press" Office. Hongkong, 19th August, 1909. [1093]

THE DAIRY FARM CO., LTD.

BUTTER.

WE regret that, owing to a sharp rise in the price of Butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "DAISY" brand Butter to 80 cents per lb. from 1st September next, when the following prices will rule:

"HONEYSUCKLE" brand, \$1.00 per lb.
"DAISY" brand ... 80
"DAILEYMAID" brand ... 70
"BUTTERCUE" brand ... 65

[563]

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED. A Fine Stock of GENTLEMEN'S & HOSE (SOCKS). Assorted Shades and Designs Black, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace Worked.

Warranted Fast Colours. Guaranteed Stainless. HOOSAIN-ALL & CO. Hongkong, 3rd August, 1909. [41]

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNOHOLD, KARBERG & CO. Sole Agents.

[674]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

ONE NIGHT ONLY!

ON FRIDAY, SEPT. 3RD.

M. E. BANDMANN PRESENTS

THE

MERRY LITTLE

MAIDS COMEDY CO.

IN

"THE GIRLS OF

GOTENBURG"

(2ND EDITION),

FROM THE

GAIETY THEATRE, LONDON.

PRICES AS USUAL,

BOOKING AT MOUTRIE'S.

Hongkong, 25th August, 1909. [1107]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,

Telephone 668, 3, Duddell Street. [50]

TO LET

TO LET.

FIRST FLOOR, No. 5, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. ALSO, GODOWN, No. 9, Duddell Street.

Apply to— A. B. AVASIA, 1, Duddell Street.

Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, NO. 75, WYNDHAM STREET. Electric Fittings.

Apply to— A. B. AVASIA, 1, Duddell Street.

Hongkong, 10th August, 1909. [941]

TO LET.

No. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to— H. M. H. NEMAZEE, 9, Pedder's Hill.

Hongkong, 14th August, 1909. [1073]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuling, the Beautiful Summer Resort and Sanitarium, near Foochow, to be let, fully furnished for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

No. 1, CANTON VILLAS, Kowloon.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 4th August, 1909. [1035]

TO LET.

No. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to— E. A. & C. F. CARVALHO, 14, Arbutinot Road.

Hongkong, 4th August, 1909. [1036]

TO LET.

No. 5, BARROW TERRACE, Cheap Rental. The well known Durbar House.

Apply to— SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1025]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor.

ONE SPACIOUS GODOWN, No. 125, Wan Chai Road.

Apply to— REUTER, BROCKELMANN & CO.

Hongkong, 1st July, 1909. [911]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & CO., LTD.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [818]

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

ERANNE BUNGALOW, Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYMEON VILLAS, Kowloon.

Apply to— ARRATOON V. APCAR & CO.

Hongkong, 24th August, 1909. [399]

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse. Commanding a Fine View of the Harbour.

Apply to— F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET.

No. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to— AERATOON V. APCAR & CO.

14, Des Voeux Road.

Hongkong, 7th August, 1909. [1053]

TO LET

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE,

OFFICES TO LET, No. 2, Connaught Road,

3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL,

1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PEAK EAST.

BROWN BUILDINGS and No. 16E, Des Voeux Road

next to the HONGKONG HOTEL.

FLATS in MORBAY TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1909. [97]

TO LET

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED ... 1,125,000

Paid up ... 562,000

RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months ... 4 per cent.

For 6 " " 3½ " "

For 3 " " 3 " "

INTIMATIONS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that MESSRS JEBSEN AND COMPANY of Victoria in the Colony of Hongkong, Merchants, have on the 15th day of May, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

行 洋 土 币

in the name of JACOB FRIEDRICH CHRISTIAN JENSEN and JOHANN HEINRICH JENSEN who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following Goods:

LEATHER IN CLASS 37.

Dated the 24th day of June, 1909.

DEACON, LOOKER & DEACON,

Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

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1. The representation of an Elephant and 2. The representation of Two Anchors crossing each other.

in the name of FRIEDRICH HEINRICH HOENCKE and FRIEDRICH JOHANN RUDOLPH SCHWACKOPF, who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods:

BLUE MOTTLED and OTHER SOAP,

in Class 47.

Facsimiles of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 29th day of July, 1909.

DEACON, LOOKER & DEACON,

Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that JAC SCHNABL & Co. of Vienna in the Kingdom of Austria have on the 3rd day of May, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

1. The representation of a woman from her waist upward, her left arm supporting her head with one bracelet on, her right arm holding her garment with five bracelets on. On her head is a jewelled coronet, around her neck is a pendant, her dress is low-necked and covered with jewels. In the left hand top corner is the word "SELMA". On the right hand side is a fancy setting in which is written certain Turkish characters with the words "MARQUE DEPOSE". On the left hand side enclosed in a fancy setting are the words "SCHNABL & BLEIER."

Also the representation of a shield upon which is depicted an anchor across which is written "S & B" enclosed in a fancy setting. On the top of the shield is a crown and on either side is a flying Griffin supporting it standing on a bough which in turn is supported by a scroll upon which is written "PATE SCHNABL & BLEIER" around the whole are arranged six medallions between which is inserted fancy matter.

2. The representation of a woman lying on a cushion and a rug on her back, her right arm resting on her cushion, her right shoulder and partially covering her form, in the back ground is an arch through which a Turkish house is seen; on the right hand side are some palm trees. Below is a fancy border in which are two fancy boughs upon which two naked children are sitting holding up a vase of flowers.

Above is the name "SCHNABL & BLEIER" also a fancy scroll upon which is written "PAPIER SALADIN 4 S & B" the said scroll is entwined round a bunch of flowers.

Also the representation of a shield upon which is depicted an anchor across which is written "S & B" enclosed in a fancy setting, on the top of the shield is a crown and on either side is a flying Griffin supporting it standing on a bough which in turn is supported by a scroll upon which is written "PATE SCHNABL & BLEIER" around the whole are arranged six medallions between which is inserted fancy matter.

3. The representation of a woman lying on a couch, her left arm resting on the cushion, her right arm holding up her garment which partially covers her body, in her hair is a half-moon; in the back ground on the right hand side is a curtain and on the left hand side is a verandah and in the distance a Turkish house surrounded by trees. At the top the words "LA SULTANE" in the English and Turkish and the letters "J. S." in the middle being in a fancy setting. Below is a fancy border in which is enclosed the words "JAC SCHNABL & CIE" and "順利洋行" in Chinese Characters.

Also the representation of a shield upon which is depicted an anchor across which is written "S & B" enclosed in a fancy setting, on the top of the shield is a crown and on either side is a flying Griffin supporting it standing on a bough which in turn is supported by a scroll upon which is written "PATE SCHNABL & BLEIER" around the whole are arranged six medallions between which is inserted fancy matter.

4. The words "PRINCESS" and "SCHNABL & BLEIER" and ten medallions closed in a fancy setting the word "PRINCESS" and the letters "S & B" supported by ornamental designs; the whole being in the shape of a book.

Also the representation of a shield upon which is depicted an anchor across which is written "S & B" enclosed in a fancy setting on the top of the shield is a crown and on either side is a flying Griffin supporting it standing on a bough which in turn is supported by a scroll upon which is written "PATE SCHNABL & BLEIER" around the whole are arranged six medallions between which is inserted fancy matter.

The Trade Marks have been used by the Applicants in respect of the following goods in the following class:

Class 39 in respect of CIGARETTE PAPERS.

A facsimile of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 21st day of June, 1909.

DEACON, LOOKER & DEACON,

Solicitors for the Applicants.

THE TSAR: A "GENTLE, CHRISTIAN MAN."

SIMPLE QUAKER'S STORY OF AN INTERVIEW.

BY FRANK FOX.
(A well-known Australian Journalist at present in England.)

The Russians are a gentle, Christian people; I tell thee, and the Tsar a gentle, Christian man. I speak as I know."

So James Neave, Quaker, of Sydney, Australia, to the writer some months ago. "I do not tell thee for the newspaper," he went on. "I like not advertisement, which is vanity. But then mayest tell to the world what I say, if at any time it would do good."

At this time, when a section of the English community is putting shame on our hospitality by grossly abusing the head of the Russian nation, it will surely "do good" to tell how Neave, a poor Quaker of Sydney, went to see the Tsar of Russia, and found him a simple, earnest Christian like himself, and it will not thus far away bring the Quaker the "vanity of advertisement" to which he objects.

A QUAKER DREAM.

The present Tsar was new to his throne, some years ago, when Neave, a Quaker, who kept a small shop in a suburb of Sydney, dreamed a dream.

Accounts were coming to Australia of the persecution by Russia of a sect very akin to the Quakers, because the members of this sect would not submit to serve in the army. Neave dreamed that the Lord came to him and told him to go to Russia to see the Tsar to plead for the sectaries, and so abate the wrath of the persecution. A very practical Quaker was Neave.

He had no money to go to Russia. He concluded in his mind that if the Lord wished him to go to Russia the Lord would send him the means to go, and so let the matter rest for many months.

Then he dreamed again as before, and next day an unexpected legacy of £200 came to him. Neave saw in this, to use his own phrase, "the hand of the Lord," and set forth for Russia.

On his way he visited England, and a friend of the Society of Quakers here resolved to go with him. They took no letters of introduction. "We leaned on the arm of the Lord," said Neave simply.

Imagine now a petty shopkeeper of some foreign country, with just a tale of a dream to advance as his business, coming to our own England, free and enlightened and popularly-governed as it is, to see the monarch! What trouble would he have to get an audience? A copy for a moment the idea, which a small and narrow section of our community puts forward, that the Russian Government is a cruel and bloody tyranny. Then picture the likely fate of Neave and his companion.

"WE COME IN THE NAME OF THE LORD."

To Siberia surely, with much knotting by the way, would their path lead. But if we hear that Neave and his friend were kindly received, that they actually saw the Tsar, that they got from him an Imperial rescript allowing them to go to Southern Russia and stay for themselves the condition of the sectaries, that owing to their representations valuable alleviation was granted to the sufferers—that surely will show the "Russians and their ruler" essentially "gentle and Christian" people. And that is the plain truth as I got it from the lips of Neave, and as it was confirmed by the Rev. Francis, at one time chaplain to the British Embassy at St. Petersburg.

I shall try, as far as I can, to retell Neave's story in his own words.

"We came to the vast city of St. Petersburg like pilgrims carrying no scrip. To all who asked of us our business we said, 'We come in the name of the Lord on His business.' All were kind to us, but we could not for a long time get to see anyone of power. I know but little of Russian except our password, and but little of French. One day, as the Lord directed it, going to the office of one of the ministers, I spoke to a man passing asking of him direction. 'What dost thou want?' he said. 'I come in the name of the Lord,' I said.

"Then in the name of the Lord" enter, he said, and took me to his office. He was the minister himself. Then as the Lord directed, the path was made easy. The Tsar saw us. He granted us the right to go to see for ourselves what was the state of the oppressed. He asked us to report to him on what we saw. We did so, and left Russia, trusting in the Lord's power that all would be well."

WHAT THE TSAR WAS LIKE.

Neave learned afterwards that at least some good was done by his pilgrimage, conditions being made easier for the sectaries. Of course, as a Quaker, he could not be got to admit that citizens who refused military service rightly came under the anger of authority. But he was satisfied as to the good result of his mission;

Asked what was his impression of the Tsar, Neave answered. "He was a simple Christian man like myself."

For the Russian people, for the Russian officials, Neave had nothing but praise. He found them all kind and all courteous before his visit.

"I come in the name of the Lord!"

That is a very different picture of the Russian race and the Russian Government to that which the Nihilists and their friends disseminate. It is a very different picture to that which used to be put before the British public. But from what I have been able to glean from various sources, it is fairly close to the true one.

The Russians, from Tsar to monnik are "gentle and Christian people." Just now they are struggling through a great upheaval towards freedom, and there are "growing pains" just as there were in England in similar times. But the nation and its rulers are neither cruel nor despotic. Neither deserve the scorn of Trafigura-square.

CHOLERA AT CALCUTTA.

NOTHING AMISS IN THE PRESIDENCY HOSPITAL.

Professor Haffkine's investigations in connection with the outbreak of cholera at the General Hospital are not yet completed, says a Calcutta report of the 6th inst. In an interview that afternoon he said: "I would like to correct the reports that have got about concerning the management of the hospital. There is nothing possible amiss in the hospital. The management is a very careful one, and an enormous amount of care and attention is bestowed on everything connected with it. Of course, nothing is free from danger, but inasmuch as the food and the channels through which it has to pass are submitted to the closest possible scrutiny, you cannot in any way reproach the authorities. I do not think there is anything grossly at fault." The result of my enquiry, which is taking longer than I anticipated, will be to set right anything that may be likely to go wrong in the future." Asked if his investigations had so far proved of any value in locating the genesis of the bacilli, he said he would make no definite statement until the hospital authorities had made public the result of his enquiry.

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SHIPPING.

ARRIVALS.

ANDALUSIA, German str., 3,360, Block, 26th August—Shanghai 23rd August, General—Hamburg—America Line.
EMPEROR OF CHINA, British str., 3,045, W. Davison, R.N.R., 26th August—Vancouver 4th August, General—C.P.R. & Co.
LAISANG, British str., 3,459, J. Wheeler, 25th Aug.—Calcutta via Singapore 20th Aug., General—Jardine, Matheson & Co.
MISHIMA MARU, Japanese str., 5,720, E. A. Moses, 26th August—Japan 11th August, General—Nippon Yusen Kaisha.
PHOENIX, British str., 1,056, Jas. H. Scott, 25th Aug.—Manila 23rd Aug., Ballast—Wo Fei Sing.
PIRANANG, German str., 1,621, Fr. von Mangoldt, 25th August—Babylonia 15th August, Rico—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
26th August.
Fyrtjof, Norwegian str., for Hoibow.
Heine, German str., for Hoibow.
King Ping, Chinese str., for Chinkiang.
Kinsberg, German str., for Haiphong.
Takasumi Maru, Jap. str., for Shanghai.

DEPARTURES.

26th August.
ANNUI, British str., for Shanghai.
BUSHI MARU, Jap. str., for Wakamatsu.
CARNAVONSHIRE, British str., for Singapore.
GERMANY, German str., for Canton.
GOESEN, German str., for Europe, &c.
HANGSANG, British str., for Canton.
KWEIYANG, British str., for Tsingtau.
LINAN, British str., for Canton.
PAKHOL, British str., for Ningpo.
SYRIA, British str., for Singapore.
THORDIS, Norwegian str., for Bangkok.

SHIPPING REPORTS.

The British str. *Laisang* reports: Remarkably fine weather, calm sea, moderate light Easterly wind throughout.

VESSELS IN DOCK. August 26th.
ABERDEEN DOCK—
KOWLOON DOCK—*Sorsogon, Dos Hermanos, Marban, Hatching, Quinta, Tengo Maru.*
COSMOPOLITAN DOCK—

TAIKOO DOCK—*Foochow.*

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MAEBOMA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 23rd August, 1909.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "LENNOX" ... About 10th Sept.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 2nd August, 1909. [1008]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
For NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" ... On 17th Sept., 1909.
For Freight and further information apply to—
SHEWAN, TOMES & CO., General Agents.
Hongkong, 25th August, 1909. [1108]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1899. [9]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1909. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 9th August, 1909.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & CO. | BIRTH | CAPTAIN | FOR FREIGHT APPLIED TO | TO BE DESPATCHED |
|---|----------------|--------------|-------|----------------------|---------------------------------|---------------------------|
| LONDON &c., VIA USUAL PORTS OF CALL. | DEVANHA | Brit. str. | — | H. Powell, R.N.R. | P. & O. S. N. Co. | On 4th Sept., at Noon. |
| LONDON—ANTWERP VIA SINGAPORE &c. | SUMATRA | Brit. str. | — | C. J. Benton, R.N.R. | P. & O. S. N. Co. | About 9th Sept. |
| ANTWERP, ROTTERDAM & HAMBURG &c. | DORTMUND | Ger. str. | K. W. | Malchow | HAMBURG-AMERICA LINIE | About middle of Sept. |
| NEW YORK | AGAMONIA | Ger. str. | K. W. | Block | HAMBURG-AMERICA LINIE | 26th Sept. |
| HAVRE, BREMEN & HAMBURG, &c. | ANDALUSIA | Ger. str. | K. W. | Block | HAMBURG-AMERICA LINIE | To-day. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SPEZIA | Ger. str. | — | Charbonnel | MESSAGERIES MARITIMES | On 14th Sept. |
| MARSEILLES, &c., VIA PORTS OF CALL | TONKIN | Freight | — | C. H. Butler | HAMBURG-AMERICA LINIE | On 1st Sept., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | TAMBA MARU | Jap. str. | K. W. | Babel | NIPPON YUSHIN KAISHA | On 15th Sept., at D'light |
| HAVRE, ROTTERDAM, & HAMBURG &c. | SAKONA | Ger. str. | — | B. Takada | NIPPON YUSHIN KAISHA | On 2d Sept. |
| COPENHAGEN & BALTIK PORTS | CATSTAY | Den. str. | — | A. E. Moses | NIPPON YUSHIN KAISHA | To-day. |
| GENOA, MARSEILLES, LONDON, & ANTWERP, &c. | MISSIMA MARU | Jap. str. | — | F. Prosch | NIPPON YUSHIN KAISHA | On 30th inst., at 5 P.M. |
| CALLAC, IQUIQUE, &c., VIA JAPAN PORTS, &c. | AMERICA MARU | Ger. str. | — | — | NIPPON YUSHIN KAISHA | On 8th Sept., at Noon. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR &c. | BELUOW | Am. str. | — | — | MELCHERS & CO. | On 17th Sept. |
| INDRAPURA | LENNOX | Brit. str. | — | — | SHEWAN, TOMES & CO. | Above 10th Sept. |
| EMPEROR OF CHINA | PRINZ WALEDMAR | Brit. str. | — | — | DODWELL & CO., LTD. | On 4th Sept., at 8 P.M. |
| MONTAEGLE | — | Brit. str. | 2 m. | S. Shotton | CANADIAN PACIFIC R. CO. | On 15th Sept., at 8 P.M. |
| SUVERIC | — | Brit. str. | 1 h. | T. Saito | DODWELL & CO., LTD. | On 23rd Sept. |
| SHATTELL MARU | — | — | — | K. Kawamura | OKAWA SHOSEN KAISHA | To-morrow, at Noon. |
| VICTORIA, B.C. & SEATTLE VIA KELLOGG, &c. | SHINANO MARU | Jap. str. | — | S. Ishikawa | NIPPON YUSHIN KAISHA | On 14th Sept., at 4 P.M. |
| TANGO MARU | — | Jap. str. | — | M. Yagi | NIPPON YUSHIN KAISHA | On 1st Sept., at D'light |
| AUSTRALIAN PORTS VIA M/ VILLA | NIKKO MARU | Ger. str. | — | F. Iske | NIPPON YUSHIN KAISHA | On 15th Sept., at D'light |
| AUSTRALIAN PORTS VIA MA, JIA | PRINZ WALEDMAR | Brit. str. | — | P. T. Helm | GIBR, LIVINGSTON & CO. | On 2d Sept., at 4 P.M. |
| AUSTRALIAN PORTS VIA TIMOR, &c. | EMPEROR | Brit. str. | — | BUZZFIELD & SWIRE | BUZZFIELD & SWIRE | On 24th Sept., at 4 P.M. |
| AUSTRALIAN PORTS VIA MANILA | TAIKUAN | Brit. str. | — | J. Dray | NIPPON YUSHIN KAISHA | On 1st Oct., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Brit. str. | — | F. E. Cape | NIPPON YUSHIN KAISHA | On 3rd Sept., at 3 P.M. |
| KOBÉ & YOKOHAMA | KITANO MARU | Brit. str. | — | M. Winckler | NIPPON YUSHIN KAISHA | On 24th Sept., at 4 P.M. |
| KOBÉ & YOKOHAMA | KUMANO MARU | Brit. str. | — | H. Koops | JAVA-CHINA-JAPAN Lijn | On 1st Sept., at Noon. |
| JAPAN | TYKIMI | Brit. str. | — | E. Forsyth | BUTTERFIELD & SWIRE | Quick despatch. |
| WEIHAIWEI, CHEFOO & TIENSIN | HUIGEOW | Brit. str. | — | P. Mooney | JARDINE, MATHERSON & CO., LTD. | To-morrow, at 4 P.M. |
| TIENSIN VIA SWATOW, WEIHAIWEI & CHEFOO | CHIPESSING | Brit. str. | — | A. E. Sandbach | BUTTERFIELD & SWIRE | On 31st inst., at 4 P.M. |
| SHANGHAI | LINAN | Brit. str. | — | Brook | JARDINE, MATHERSON & CO., LTD. | On 28th inst., at D'light |
| SHANGHAI | HANGSANG | Freight | — | Deinat | MESSAGERIES MARITIMES | On 28th inst. |
| SHANGHAI | POLYNESIEN | Ger. str. | — | T. Arthur | HAMBURG-AMERICA LINIE | On 29th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | AMERIA | Brit. str. | — | E. Zacharias | JARDINE, MATHERSON, & CO., LTD. | On 1st Sept., at 8 P.M. |
| SHANGHAI | DERFFLINGER | Brit. str. | — | Y. Funeso | MELCHERS & CO. | About 1st Sept. |
| SHANGHAI | BUJUN MARU | Jap. str. | — | Owen JOHN, R.N.R. | OKAWA SHOSEN KAISHA | On 2d Sept., at 10 A.M. |
| SHANGHAI | CHINEA | Brit. str. | — | P. & O. S. N. Co. | BUTTERFIELD & SWIRE | On 2d Sept., at 4 P.M. |
| SHANGHAI | MOJI & KOBE | Jap. str. | — | K. Soyes | BUTTERFIELD & SWIRE | On 5th Sept., at D'light |
| SHANGHAI, KOBE & YOKOHAMA | YETOTORU MARU | Ger. str. | — | Müller | HAMBURG-AMERICA LINIE | On 12th Sept. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NICOMEDIA | Brit. str. | — | H. E. Rivers | P. & O. S. N. Co. | About 10th Sept. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CEYLON | Brit. str. | — | M. B. Lake | JARDINE, MATHERSON & CO., LTD. | On 17th Sept., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | TRANQUERAAH | Brit. str. | — | Bouman | MELCHERS & CO. | Middle of Sept. |
| TAMSUI VIA SWATOW & AMOY | TYKIMI | Jap. str. | — | H. Murayama | JAVA-CHINA-JAPAN Lijn | On 29th inst., at 10 A.M. |
| FOOCHOW | DAIGI MARU | Brit. str. | — | Sandbach | OKAWA SHOSEN KAISHA | To-day, at 3 P.M. |
| SWATOW, AMOY & FOOCHOW | YATEHING | Brit. str. | — | J. S. Roach | JARDINE, MATHERSON & CO., LTD. | On 30th inst., at 2 P.M. |
| SWATOW, AMOY & SHANGHAI | HAITAN | Brit. str. | — | J. Davies | DODGELLA & SWIRE | On 31st inst., at 4 P.M. |
| SWATOW, AMOY & FOOCHOW | FOOCHOW | Brit. str. | — | Hodgins | DODGELLA & SWIRE | To-day, at 5 P.M. |
| SWATOW, AMOY & SHANGHAI | HAITANG | Brit. str. | — | P. H. Roche | JARDINE, MATHERSON & CO., LTD. | On 31st inst., at 2 P.M. |
| MANILA | TYKIMI | Brit. str. | — | E. Rodger | BUZZFIELD & SWIRE | To-day, at 5 P.M. |
| MANILA | ZAFIRO | Brit. str. | — | A. W. Overbridge | JARDINE, MATHERSON & CO., LTD. | On 31st inst., at 3 P.M. |
| MANILA | TAIR | Brit. str. | — | S. J. Payne | BUZZFIELD & SWIRE | On 3rd Sept., at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | R. W. Almond | JARDINE, MATHERSON & CO., LTD. | On 7th Sept., at 4 P.M. |
| MANILA | TAMING | Brit. str. | — | Pennelotter | BUZZFIELD & SWIRE | On 7th Sept., at 4 P.M. |
| SANDAKAN | MADANG | Brit. str. | — | Walgar | JARDINE, MATHERSON & CO., LTD. | Beginning of Sept. |
| BOMBAY VIA SINGAPORE & COLOMBO | BORNEO | Brit. str. | — | F. Semill | MELCHERS & CO. | On 2d Sept. |
| SINGAPORE, PENANG & CALCUTTA | — | Cap. E. Iske | — | J. C. Richards | NIPPON YUSHIN KAISHA | On 31st Sept., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | — | Cap. E. Iske | — | E. J. Tadd | JARDINE, MATHERSON & CO., LTD. | On 4th Sept., at 2 P.M. |
| SINGAPORE, SAMARANG & SURABAYA | — | Cap. E. Iske | — | W. J. Davies | JARDINE, MATHERSON & CO., LTD. | On 14th Sept., at 2 P.M. |
| BATAVIA | TSILATJAP | Brit. str. | — | P. J. van Emmerick | JAVA-CHINA-JAPAN Lijn | Quick despatch. |

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
| --- | --- | --- |

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**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--------------------|------------------|----------------------|
| SHANGHAI | { ASSAYE | About 2nd Sept. | Freight and Passage. |
| LONDON via USUAL PORTS | DEVAHNIA | Noon, 4th Sept. | See Special of Call. |
| LONDON and ANTWERP VIA SINGAPORE, PEN. | SUMATRA | About 9th Sept. | Freight and Passage. |
| SINGAPORE, COLOMBO, PORT SAID and MARSSEILLES | ANG. COLOMBO, PORT | Sept. 3 | Freight and Passage. |
| SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA | CEYLON | About 10th Sept. | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1909.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|--------|----------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 27th Aug., 5 P.M. |
| RUBI | 2540 | R. W. Almond | Manila | On 4th Sept., Noon. |

For Freight or Passage apply to Hongkong, 25th August, 1909.

SHEWAN, TOME'S & CO.,
General Managers. [14]

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO to NEW YORK.

TAKING Cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG :

| OUTWARD. | HOMeward. |
|--------------------------------|--|
| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR HAVRE, BREMEN & HAMBURG: S.S. ANDALUSIA ... 27th Aug. |
| S.S. AMBRIA ... 26th Aug. | FOR HAVRE, ROTTERDAM & HAMBURG: S.S. SAXONIA ... 2nd Sept. |
| S.S. NICOMEDIA ... 12th Sept. | FOR HAVRE & HAMBURG: S.S. SPEZIA ... 14th Sept. |
| S.S. LIBERIA ... 15th Sept. | FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... 27th Sept. |
| S.S. BELGRAVIA ... 27th Sept. | FOR NEW YORK: S.S. DORTMUND ... About mid. of Sept. |
| S.S. SILESIA ... 19th Oct. | S.S. ARAGONIA ... 20th Sept. |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office, 12

**CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.**

| FOR | STEAMERS | TO SAIL |
|--|-------------------------------|------------------------|
| WEIHAIWEI, CHEFOO and TIENTSIN | "HUICHOW" | On 28th Aug., 4 P.M. |
| SHANGHAI, SWATOW, AMOY and SHANGHAI | "LINAN" | On 23rd Aug., D'light. |
| MANILA | "TEAN" | On 30th Aug., 4 P.M. |
| SHANGHAI | "CHINHUA" | On 2nd Sept., 4 P.M. |
| SHANGHAI | "CHENAN" | On 5th Sept., D'light |
| MANILA | "TAMING" | On 7th Sept., 4 P.M. |
| MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, TAIYUAN | "TAIWAN" | On 23rd Sept., 4 P.M. |
| with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH | SS. "LINTAN" and S.S. "SANUL" | |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIBRE, AGENTS.

Hongkong, 27th August, 1909.

11

**EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.**

**RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.**

**SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.**

**PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.**

| DESTINATION | STEAMERS | DATE OF SAILING. |
|--|-------------------------|-------------------|
| SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" | ... Middle of September | |
| COPENHAGEN and BALTIc PORTS | "CATHAY" | End of September. |

For Further Particulars apply to—

MELCHERS & CO., AGENTS.

Hongkong, 25th August, 1909.

6

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING. |
|------------------------------|---------------------------|-------------------------------|
| "HAITAN," Capt. J. S. Bosch | SWATOW, AMOY and FOOCHOW. | FRIDAY, 27th Aug., at 2 P.M. |
| "HAITAN," Capt. A. E. Hodges | SWATOW, AMOY and FOOCHOW. | TUESDAY, 31st Aug., at 2 P.M. |

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIEE).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 24th August, 1909.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|--|-------------------|------------------------------|
| FOOCHOW | "YATSHING" | Friday, 27th Aug., 3 P.M. |
| MANILA | "YUENSANG" | Friday, 27th Aug., 4 P.M. |
| SHANGHAI | "HANGSANG" | Sunday, 29th Aug., D'light. |
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Tuesday, 31st Aug., 3 P.M. |
| TIENTSIN via SWATOW, WEIHAI-WEI & CHEFOO | "CHIPSHING" | Tuesday, 31st Aug., 4 P.M. |
| SHANGHAI | "FOOSHING" | Wednesday, 1st Sept., 3 P.M. |
| SANDAKAN | "LOONGSANG" | Friday, 3rd Sept., 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "MAUSANG" | Friday, 4th Sept., 2 P.M. |
| SINGAPORE, SAMARANG and SOUREA | "HINSANG" | Tuesday, 14th Sept., 2 P.M. |
| SHIHLAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Friday, 17th Sept., Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporia, Tawau, Jelutong, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. [16]

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|-------|----------------------|----------------|----------------------|
| TJILATJAP. | JAPAN | First half of Sept. | JAVA | First half of Sept. |
| TJIMAH | JAVA | First half of Sept. | SHANGHAI | First half of Sept. |
| TJILIWONG | JAPAN | First half of Sept. | JAVA | First half of Sept. |
| TJKINI | JAVA | First half of Sept. | JAPAN | First half of Sept. |
| TJIPANAS | JAVA | Second half of Sept. | SHANGHAI | Second half of Sept. |
| TJIBODAS | JAVA | First half of Oct. | JAPAN | First half of Oct. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
YORK BUILDINGS, 1st Floor.
Hongkong, 24th August, 1909.

Telephone No. 375. [18]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE VIA SIBERIA:—
Date due in Hongkong. Vessel.
6th & 7th August..... 29th August..... Chingtao.

The *Polymer*, with the French Mail of the 30th July, left Saigon on Friday, the 27th inst., at 5 a.m., and may be expected here on or about Sunday, the 29th instant, at p.m. This packet brings replies to letters despatched from Hongkong on the 26th June.

| ROUTE | FROM | TO | DATE |
|---|----------------------------|----------------------------|------|
| Hollow, Toulane and Quinhon | Helens | Friday, 27th, 9.00 A.M. | |
| Bangkok | Bulah | Friday, 27th, 11.00 A.M. | |
| Bangkok | Wongkot | Friday, 27th, 11.00 A.M. | |
| Quang Chow Wan, Hollow, Paknai and Haiphong | Hanoi | Friday, 27th, 11.00 A.M. | |
| Sutawat, Amoy and Foochow | Haitan | Friday, 27th, 1.00 P.M. | |
| Macau | Sui Tai | Friday, 27th, 1.15 P.M. | |
| Macau | Yatking | Friday, 27th, 2.00 P.M. | |
| Manila | Furness | Friday, 27th, 3.00 P.M. | |
| Singapore, Penang, and Colombo | Mishima Maru | Friday, 27th, 4.00 P.M. | |
| Manila | Zafiro | Saturday, 28th, 10.00 A.M. | |
| Kelsing, Singap. Moji, Kobe, Salina, Yokohama and Tacoma | Seattle Maru | Saturday, 28th, 2.00 P.M. | |
| SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO | Printed Matter and Samples | Sunday, 29th, 10.00 A.M. | |
| (Supplementary mail on board up to the time fixed for despatch of the mail, postage 10 cents.) | Registration, Howlong B.O. | Sunday, 29th, 10.00 A.M. | |
| SIBERIAN MAIL TO EUROPE | No late fee. | Sunday, 29th, 11.00 A.M. | |
| Straits and Colombo | Letters | Saturday, 28th, 11.00 A.M. | |
| Macao | Andaluzia | Saturday, 28th, 1.15 P.M. | |
| Weihaiwei, Chefoo and Tsinan | Sui Tai | Saturday, 28th, 3.00 P.M. | |
| Shanghai | Huichow | Saturday, 28th, 5.00 P.M. | |
| SIBERIAN MAIL TO EUROPE | Liman | Saturday, 28th, 6.00 P.M. | |
| Swatow, Amoy and Tamsui | Daiji Maru | Sunday, 29th, 9.00 A.M. | |
| Swatow, Amoy and Shanghai | Foochow | Monday, 30th, 3.00 P.M. | |
| Moji, Kobe, Yokohama, Honolulu, Salina, Cruz, Callao, Iquique, Valparaiso & Coquimbo | America Maru | Monday, 30th, 4.00 P.M. | |
| Europe, etc., India via Tadzhikistan (Last Letters 11.00 A.M. to NOON Extra Postage 10 cents.) | Tsuei Maru | Tuesday, 31st, 1.00 A.M. | |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | Tonkin | Tuesday, 31st, 11.00 A.M. | |

SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for despatch of the mail, postage 10 cents.)

SIBERIAN MAIL TO EUROPE

Straits and Colombo

Macao

Weihaiwei, Chefoo and Tsinan

Shanghai

SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Tamsui

Swatow, Amoy and Shanghai

Moji, Kobe, Yokohama, Honolulu, Salina, Cruz, Callao, Iquique, Valparaiso & Coquimbo

EUROPE, etc., India via Tadzhikistan (Last Letters 11.00 A.M. to NOON Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

NOW IS THE TIME TO DRINK

SUN PILSENER BEER.

OBTAIABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

[38]

TO-MORROW.
Sale, Hongkong Milling Co.'s Stores, Junk Bay, Mt. Geo. F. Lammet, 11.30 a.m.

COMMERCIAL
EXCHANGE
CLOSING QUOTATIONS.

August 26th,

ON LONDON:—
Telegraphic Transfer 1/81
Bank Bills, on demand 1/82
Bank Bills, at 30 days' sight 1/9
Bank Bills, at 4 months' sight 1/9 1/2
Credits, at 4 months' sight 1/9 1/2
Documentary Bills 4 months' sight 1/9 1/2

ON PARIS:—
Bank Bills, on demand 219 1/2
Credits, at 4 months' sight 223

ON GERMANY:—
On demand 178 1/2

ON NEW YORK:—
Bank Bills, on demand 42 1/2
Credits, at 60 days' sight 43 1/2

ON BOMBAY:—
Telegraphic Transfer 131 1/2
Bank, on demand 131 1/2

ON CALCUTTA:—
Telegraphic Transfer 131 1/2
Bank, on demand 131 1/2

ON SHANGHAI:—
Bank, at sight 74 1/2

Private, 30 days' sight 75 1/2

ON YOKOHAMA:—On demand 84 1/2

ON MANILA:—On demand—Peso 85 1/2

ON SINGAPORE:—On demand 74 1/2

ON BATAVIA:—On demand 104 1/2

ON HAIPHONG:—On demand 9 1/2 pm.

ON SAIGON:—On demand 9 pm.

ON BANGKOK:—On demand 87 1/2

SOVEREIGN, Bank's Buying Rate \$11.45

GOLD LEAR, 100 fine, per tael \$59.00

BAR SILVER, per oz. 23 1/2

OPIUM.

August 26th.

Quotations are:—
The C.P.E. str. *Monteagle* left "uncover for Hongkong on the 16th inst. p. via the usual ports of call."

MECHANT STEAMERS.

The H.A. Linie str. *Ambra* left Singapore on the 21st instant a.m., and may be expected here to-day.

The C.N. Co.'s str. *Terra* left Manila on the 24th inst., and is due here to-day.

The Bank Line str. *Saxonia* left Vancouver on the 7th inst. for Hongkong via ports.

The N.Y.K. str. *Torata Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 21st inst. and is expected here on the 30th inst.

The str. *Albion* left Singapore on the 24th instant p.m., and may be expected here on or about the 30th instant p.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 21st instant and is expected here on the 31st inst.

PASSENGERS ARRIVED.

For *Lafcang*, from Singapore, Mr. Otto Meyer.

For *Mitsumi Maru*, from Japan, &c., Mrs. M. Miki, Misses H. R. Rodd and L. J. Bryer, Master F. E. Glasey, Messrs. E. Hart, T. W. Taylor, T. Ito, T. Ojika, K. Inamura, C. D. Sayer and S. Izumaru.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Derflinger*, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m., and may be expected here on or about the 30th inst.

THE FRENCH MAIL.

The M.M. str. *Polymer* with the French Mail of the 1st inst., and mails from London of the 31st ult., will leave Saigon on the 27th inst. at 5 a.m., and is expected to arrive here on or about Monday morning, the 30th inst., and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.

The Apar str. *Japan* from Calcutta left Singapore on the 24th inst. at night, and may be expected here on or about the 30th inst.

THE AMERICAN MAIL.

The P.M. str. *Korea* sailed from Yokohama on the 23rd inst., and is due to arrive at Hong Kong on the 2nd inst.

THE AUSTRALIAN MAIL.

The N.Y.K. str. *Kusatsu Maru* (Australia Line) left Thursday Island for this port via Manila on the 19th instant and is expected here on the 30th inst.

THE CANADIAN MAIL.

The C.P.E. str. *Monteagle* left "uncover for Hongkong on the 16th inst. p. via the usual ports of call."

MECHANT STEAMERS.

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The Bank Line str. *Saxonia* left Vancouver on the 7th inst. for Hongkong via ports.

The N.Y.K. str. *Torata Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 21st inst. and is expected here on the 30th inst.

The str. *Albion* left Singapore on the 24th instant p.m., and may be expected here on or about the 30th instant p.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 21st instant and is expected here on the 31st inst.

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